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VOLUME XXIII - NUMBER 6 - JULY/AUGUST 2005

1937
Buick
1938

TORQUE TUBE

THE INTERNATIONAL NEWS PUBLICATION
FOR MEMBERS OF THE 1937-1938 BUICK CLUB

BUICK RIDES THE RAILS

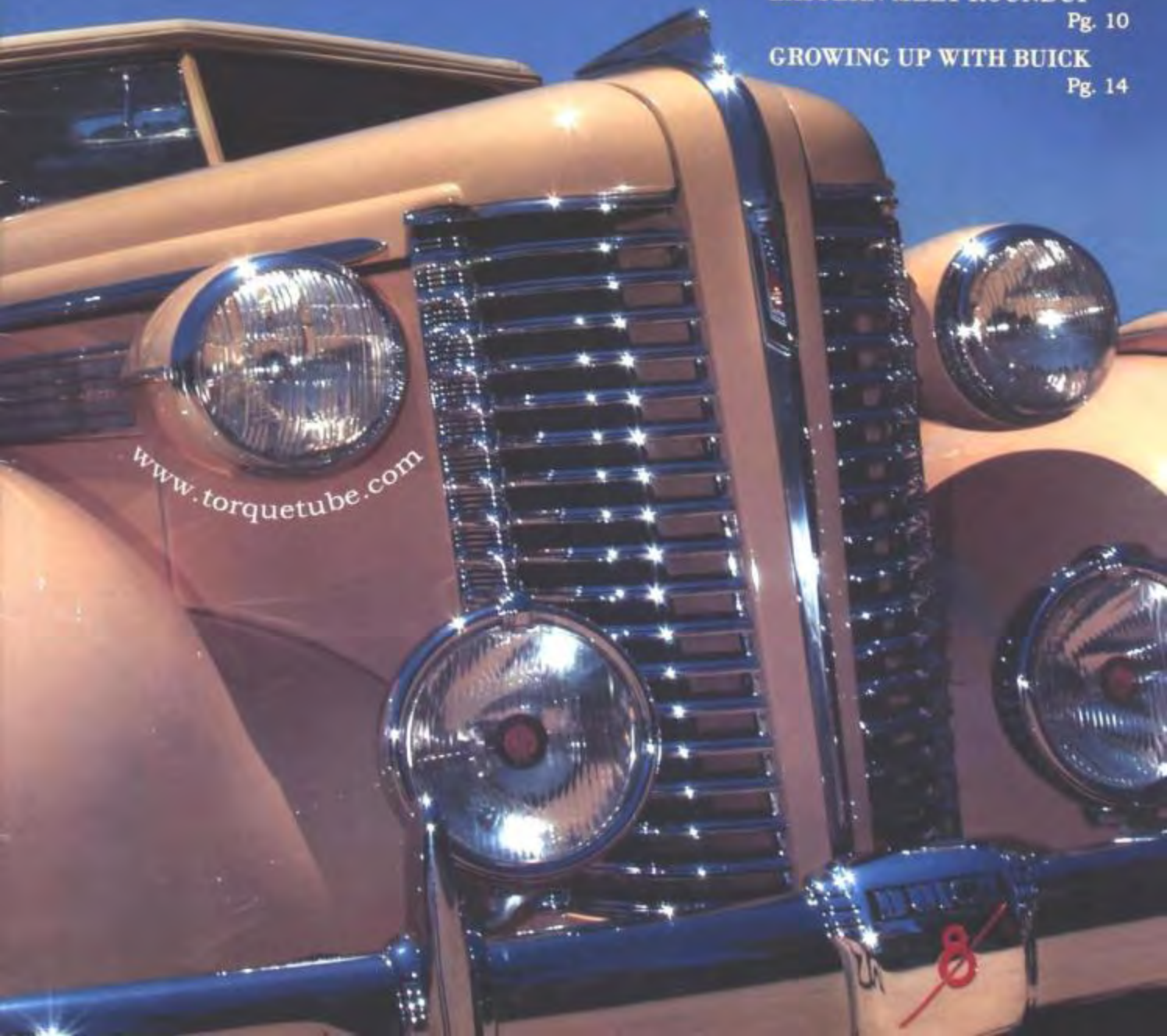
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TORQUE TUBE



Founded in 1980, the
TORQUE TUBE

is published every two months
for the education and enjoyment of the
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9TH CYLINDER



It's that time again, time to renew your membership with the 1937/38 Buick Club. \$40 per year.
PO Box 21000, Oakland, CA 94620

Membership is still \$40.00 for the year and is good from September, 2005, to August, 2006. Some members have paid for more than one year in the past, and if that is you we have it on record, but if you have any questions about your membership please call 415-203-4180. In addition, some of you have just renewed recently, and you would have received all the issues from this past publishing year so your subscription is up after this issue too. I would like to thank all of you for your membership and support for the club.

Recently, I have had a drop-off in submissions so if you have any articles you would like to have printed, please send them to me. Also, I want to put the annual calendar together soon, so I need pictures of your beautiful cars. The calendar seems to be very popular, and I would like to keep it going strong.

Colombia member, Jose Pardo (#558), had a visit from a friend who brought along several presents from a World War II association to which he belongs. Among the presents was an issue of *War News* magazine edited by Mid Atlantic Air Mu

May we have the next dents?



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seum that features present day information with 1940s-style ads, some from the auto makers of the time. In the group of ads, there was one that features a 1937 Buick having a flat tire changed.

Jose also sent in the picture below of a street scene in Washington during WW II, it was printed in the magazine *En Guardia*, a U.S. government war publication for the Pan American countries. The busy intersection shows a 1938 trunk back Buick, possibly a model 41, waiting for the green light. The intersection is partially identified. Above the bus at the lamp post, you can see "13th Street" indicated. They used 4 glass indicators with black letters. These would light up at night being near the globes. The actual cross street is either "F" or "G" street. F & G were a big downtown shopping streets. Streetcars have been gone since 1962, but note the extra width of the street to accommodate the streetcar tracks plus traffic.



Jose also sent us these photos of Donald Douglas and his new 1938 Buick. He was the President of Douglas Aircraft, the makers of the famous DC-3 airliners. Also known as the C-47 by the military during WWII, the planes are still being used in some places.



The June, 1938 *Buick Magazine* also had a photo of him with text stating that he owned a Buick. Looks like the photos were taken at the same time as the airplane in the background is the same and the rear door is open. We think the plane is a DC-3.



Donald Douglas chooses Buick

President of the Douglas Aircraft Company, Santa Monica, California, and designer of the famous air liners bearing his name, Donald Douglas is now a member of the Buick owner family out on the west coast.

BUICK WINS THE FAMILY VOTE



In keeping with our aviation theme, a friend of Harry Logan's (#651), Bob Jacobson, (who owns a 38-46C and lives here in Los Altos, but is not a club member) brought these two Buick items to show him. The first is a WWII data plate for a Buick-made aircraft engine. One interesting item on the data plate is the firing order. Most mechanics memorize engine firing orders, but this one is so long because the engine had fourteen cylinders.



The second item, below, is from a 1939 magazine put out by the city of Oakland. One of the photos in it shows a '38 Buick open car dropping a lady off at a hotel or club.



California member, Robert Jacobsen (#1728), sent in this nice shot of his '38 Special 46C convertible, taken at the party of vintage cars to celebrate the start of the California Mille. (His car did not go on the Mille). The California Mille is a rally, about 1000 miles long, patterned after the Italian Mille Miglia, which ran from 1927 to 1957. It usually lasts 5 days, and is just a long tour thru California, not a race. It starts from the Fairmont Hotel in San Francisco where the picture below was taken



Besides our actual cars, there always seems to be other interesting things to collect in relation to our passion. Dave Gelinas (#1078) finds from time to time '37 and '38 Buick items on ebay.com. He just purchased these items.



1938 BUICK FEATURES

New Dynafloah Valve-in-Head Straight-Eight Engine
Torque-Free Springing
Silent Zone Body Mounting
Bull's-eye Steering
Unisteel Body by Fisher
Hypoid Gears
Aerobat Carburetor
Oversize Cushion-drive Clutch
Transport-type Rear Shock Absorbers
Knee-Action Comfort and Safety
Torque-Tube Drive with Sealed Chassis
Battery under Hood
Built-in Defrosters
Fisher No Draft Ventilation
Safety Glass at no extra cost
Pressure Oiling System
High Output Generator
Automatic Starting and Choke
Tiptoe Hydraulic Brakes
Synchro-mesh Transmission
Rigid Girder X-type Frame
Multi-beam Headlights
Jumbo Built-in Luggage Compartments
Vanguard Styling with Painted Fenders to match body

"BETTER BUY BUICK!"

A Buick pin above and a 1938 Buick 8 Pocket or Wallet Calendar.

Buick 8

	SUN	MON	TUE	WED	THU	FRI	SAT		SUN	MON	TUE	WED	THU	FRI	SAT
JAN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEB	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
APR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
MAY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
JUN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
JUL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
AUG	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
SEP	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
OCT	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
NOV	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
DEC	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

"When Better Automobiles are Built,
Buick Will Build Them"

(SEE OVER)

Harry Logan (#651) was cruising around in San Jose, California and saw this '38 Buick. Nice car but, as Harry put it, "Boy, what a project!" Thanks for the pictures, Harry.



John Young, New Orleans, (#1579) had a visit last month from a new '37-'38 Buick member from San Jose, California, Steve Anthenien (#1847). According to John, Steve is a very nice gentleman and loves '38 Buicks. He came over while visiting in New Orleans and he took him around town in Big Green, John's 38-61 "daily driver". John's car was featured in *Torque Tube's* March/April issue of 2004. Here is a picture of the two hanging out.



One gentleman from an eastern European country e-mailed me this picture of a '38 Buick. I found it interesting how creative someone got with replacing the grille.

This past year of editing the *Torque Tube* and handling the club business has been a pleasure. I hope you all renew your membership for next year. It should be a blast. And please remember to send in your pictures and stories. We always love to hear from you!

Happy Motoring,

Mark

BUICK RIDES THE RAILS

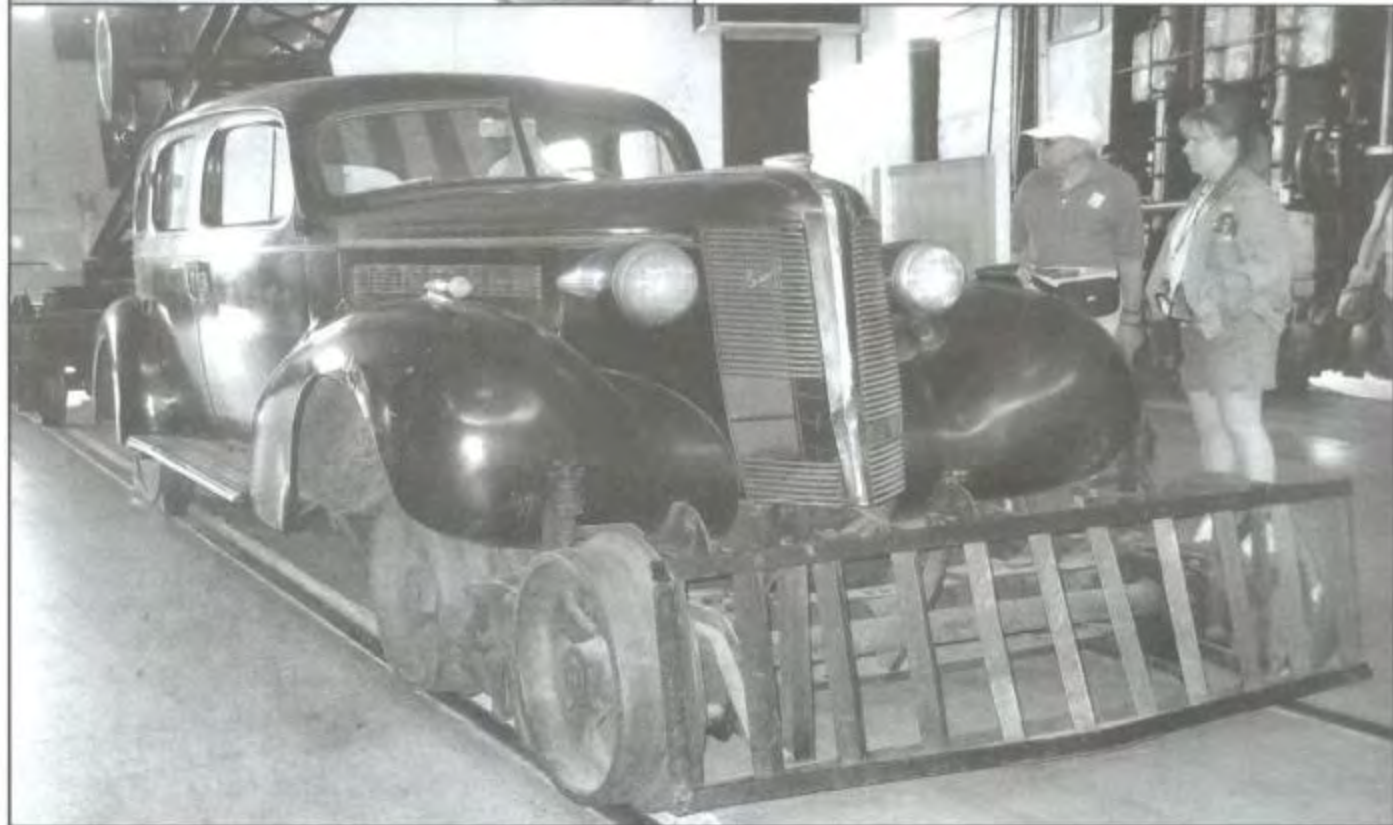
Photos and information provided by Andrew Diem (#852)

At the B&O Railroad Museum, in Baltimore, Maryland an inspection car is on display. It just so happens to be a 1937 Buick Limited converted to run on the rails with the fender wells holding sand for traction on wet rails. This car was the Ma & Pa Inspection Car No. 101 and the plaque reads as follows:

Shortly after their debut in the early 20th century, automobiles were adapted for use on the railroads. Rebuilt with flanged wheels, rail-mobiles



carried management officials on maintenance of way inspection trips. The Maryland & Pennsylvania Railroad (Ma & Pa) No. 101 was originally owned by Harkins Funeral Home in Delta, Pennsylvania. The Ma & Pa rebuilt the car in 1942 with a track sander for slippery rails, a pin-swivel truck, and a hand-brake which was controlled by the steering wheel. A two-way radio was installed on the No. 101 to test the practicality of radio communication between locomotives and stations.



TORQUE TUBE

Leads Member to a

NEW HOBBY

By Frank Freda (#1838)

After many years with open Fords, I decided to switch to a road car, as my wife gave me permission to drive hers to our mountain cabin in Truckee, about a ten-hour ride away, from time to time. With that in mind, a Buick seemed to be a natural choice. The front end of the 1937-38 has always attracted me, so I began my search there. I joined the 37-38 Buick Club and then placed a want ad for a complete library of the *Torque Tube*.

After a few responses, I acquired all the back issues. They take up approximately two feet of front space in one of my file drawers. It took me about a month to glance through them and gain a reasonable amount of information, so I could determine what model to look for. I found it very quickly: a 1937 46-C in Sudan Blue. The owner had made a serious effort to restore this car to its original condition. Off to Ohio I went and purchased the car. The car is a very good restoration of an original, rust-free, side-mounted car.



However, I got very little restoration information from the seller, as he had not owned the car for very long. It appears that the car was restored in Ohio about five years ago and it may originally have come from another state. (I would like to find the owner previous to the last one to possibly help with the restoration his-

tory. Any information, or better yet, pictures of the process would be most appreciated!)

After taking possession of the car and driving it some, I decided that it would be nice to add a Century sedan to my collection. So, that's my next project!

While all this is going on, I have decided to thoroughly read through the *Torque Tube* back issues and develop a comprehensive index of all the






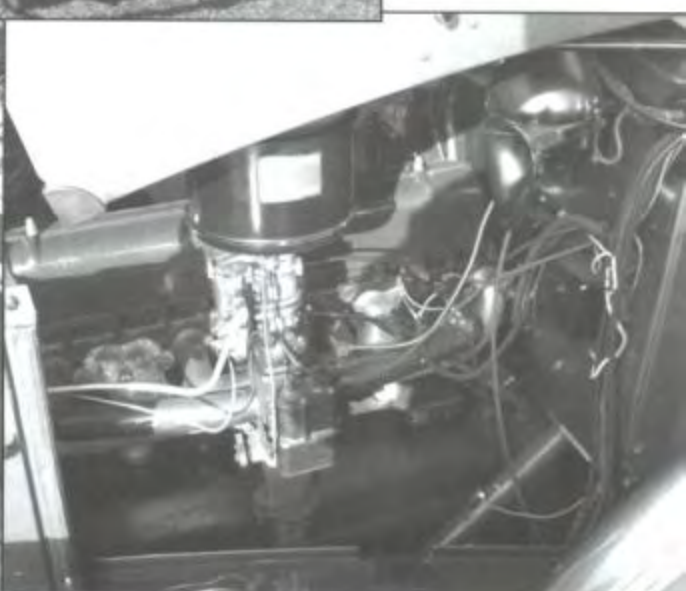
magazine's technical articles for all club members. After a month of reading in my spare time and logging approximately 600 technical articles, I'm about 80 per cent through. It looks like it will contain about 700 to 800 technical articles and be about twenty pages long when finished.

This comprehensive *Torque Tube Index* will be available to any member for only a few



dollars a copy, plus postage. I expect it should be available in 60 days. At this point I'm not sure if I, or *Torque Tube* editor, Mark Jordan, will handle the distribution. In any event, if you're interested, e-mail me your comments: 

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'37-'38 BUICK CLUB EASTERN MEET IN

By Sherry Bargar (#1496)

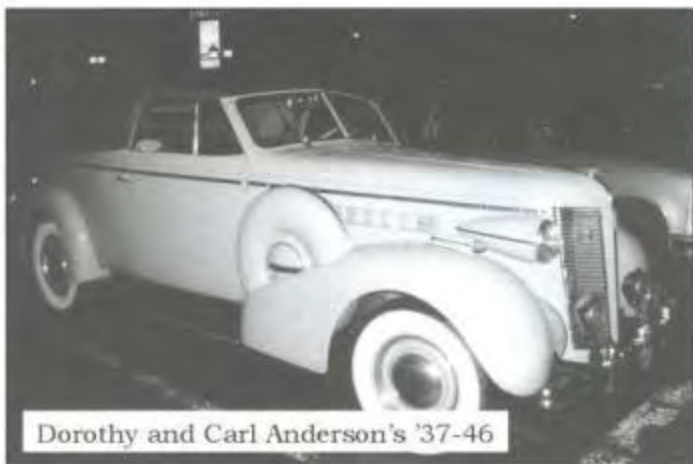
Canada

Another year, another '37-'38 Buick Eastern Meet. This year, I traveled with my friends Bob and Archie Holliday, and Shirley Baldauf, to Lindsay, Ontario, Canada. Archie has a '37 Buick, but she doesn't like to drive it out of Ohio, so we thought that, for the sake of comfort and in spite of the gas prices, we would take my full-sized van.

We took two days, leaving Sunday afternoon and driving as far as Niagara Falls that night. We enjoyed the Falls that evening and, since it was the first time Bob had been there, saw them again the next morning.

By the time we arrived at the Kawartha Lakes Inn in Lindsay on Monday evening, everyone who arrived ahead of us had headed into town for supper at Kelsey's. We did a quick check-in and tracked them down. It was great to see everyone and know they all arrived safely. Back at the motel the women caught up with some late check-ins while the guys checked out each other's cars or washed their own. We were excited to be together again, and we couldn't wait to see what Bob and Doreen Ward, our hosts, had planned for us.

On Tuesday morning, the day started at eight-fifteen, (earlier for those who wanted breakfast). We traveled around 189 kilometers before we took a twenty-minute break at Tim Horton's. Sandy and Jesse Cahue had some car trouble, so they left their car in the parking lot and made the rest of the day's trip with another couple. Sandy and Jesse brought their thirteen-year-old grandson, Jesse III, with them this year. He quickly became the group's mascot whom we all took to calling



Dorothy and Carl Anderson's '37-46

Tray. He didn't seem to mind being with us old folks and liked to help wash the cars or whatever else was needed. Al and Eleanor Pavlik also brought their grandson, Kevin Walden, along again this year. Thank goodness we didn't scare him off last year!

After our break, we continued our cruise through some really beautiful Canadian countryside. We visited the Kirkland Lift Locks. This engineering marvel lifts boats to a height of sixty-five feet. It was so fascinating to travel through the locks, see the water rush in through the gates, and watch the boats rise very quickly. It was like a water elevator! Cool! I think I would be safe in saying everyone enjoyed the trip.

After the lift locks, we had lunch at Jake's Neighborhood Grill in Peterborough. Of course, we always break up our cruises with a food stop. Jake's was a nice place with really good food.

After lunch we stopped by Peterborough's Canadian Canoe Museum. Peterborough is the world's canoe-building capital. Here we learned about the Aboriginal, French, and British cultures of Canada. We departed the museum at four o'clock and headed for supper at the Granary. What a wonderful buffet! Normally, the Granary would have been closed, but they opened just for us. The food was homemade and some of the group couldn't get enough of the bread pudding. (Yes, Steve King, I am talking about you!)

After such a good meal, most of us rolled our way to the cars and traveled back to the motel. Several of the group headed off to the Putt-Putt course for the annual tournament. Unfortunately,





Marv Rhynard's '38-61

they heard we were coming and closed the course. The disappointed golfers headed back to the motel and gathered with our chairs in the motel parking lot to chat about past meets and friends not in attendance. Wherever we stay we pretty much take over the parking lot while the other guests enjoy strolling through the lot and checking out the cars.

Wednesday morning, we were on the road again by eight-fifteen. Carl Anderson, our resident mechanic, had worked on Sandy and Jesse's '38 Special on Tuesday evening and got it running again. They were good to go, at least for a little while. They did end up having trouble later, but we always expect someone to have a problem. The old cars can be temperamental. Fortunately, they can be easy to work on, too. (NO COMPUTERS to figure out!) Plus, having Carl with us is a big bonus.

Bob had informed everyone that Wednesday would be a long day and all cars should be gassed and ready to go. He was right! We took a long drive that day but it was through some beautiful countryside. In the morning, we traveled at least four-and-a-half miles along a gravel cottage road. We met very little traffic along this wooded and quiet stretch. No one would have been surprised to see a deer. Several were hoping for a moose, but no luck there.

Back out on the main highways, we traveled to Gravenhurst for a lunch cruise aboard the Wenonah II. Since it rained most of the day, it was nice to relax on the ship, enjoy the scenery, and the wonderful food. The Wenonah II was decorated in the turn-of-the-century style. The dining room was elegant and the upper deck was enclosed and

air-conditioned. Out the windows, we were able to enjoy the lovely lake view between the raindrops. Once on land again, the women enjoyed the Ship's Store, where we picked up a souvenir or two.

After the lunch cruise, we again hopped in the Buicks and drove the highways and byways of Canada. Well, of course, we had to work up an appetite for supper. I told you we break up the cruising with food. We had supper at the Trillium Farm. The food was great and the restaurant was very nice—a buffet where we stuffed ourselves again and again and rolled ourselves to the Buicks. Good thing those old Buicks have good suspension and shocks!

Back at the motel, we had another evening of gathering in the parking lot and enjoying each other's company, though the rain did cut the evening short.

Thursday morning, we hit the road at eight-thirty, traveling to Whitby. Of course, we never take a direct route to anywhere we go, so it can take us an hour to travel only a few miles. We like it that way. We would miss a lot of beautiful countryside and there would be a lot of people who missed seeing the old cars. We always draw people

from their homes and yards to watch and wave at us as we pass.

That day was another rainy one, but we all braved the raindrops to tour Cullen Gardens and Miniature Village. In spite of the rain, the gardens were beautiful. Lunch was a buffet in the dining room at the gardens. The staff did a wonderful job with the meal and taking care of us.

During the meal, Bob Ward announced that since it was raining, we would leave the gardens right after lunch. He had made arrangements for us to visit Parkwood, the R.S. McLaughlin Mansion. Mr. McLaughlin was the CEO of General Motors of Canada. What a beautiful home! However, a rock band was recording a video there, right during our tour. We had to step around lights and over

wires and cords, while listening to the same rock song, in bits and pieces, over and over. It really didn't detract from the tour, though I think the guides were a bit distracted, especially when they had to shout over the noise. But those same guides were very excited about seeing Bob Ward's '37 McLaughlin Buick limo!

After the tour of the McLaughlin Mansion, we cruised our way back to the motel where we all got ready for the banquet at the Bonfire Restau-



Dan and Linda Lash
dressed vintage for the banquet.



Out in a Buick" (with words written by Phyllis's talented husband Marv), to the tune of "Take Me Out to the Ballgame." Sherry read "I Went for A Drive in My Buick," a poem she had written over the course of the week. The Straight Eights finished up their act, to everyone's relief, with a joke or two. Emma Pfleger once again regaled the group with her "Department Store" song. Carl Anderson was convinced to tell his Tick-Tock joke again, and Marv Rhynard sang a song about aging and not looking good naked anymore! (I'm not sure what one has to do with the other!)

rant. We had the choice of a great meal of either beef or chicken. Dan and Linda Lash dressed in period dress, looking very sharp.

After the meal the entertainment, if you could call it that, began. Young Jesse was urged to tell the group a couple of jokes. He's a pretty good comedian and the best of the entertainment for the evening. Since we were unable to have our annual Putt-Putt Golf tournament, Pat King decided we would do a hole-in-one contest. A glass was placed on the floor and those who had planned to play Putt-Putt were allowed one chance to hit a golf ball into the glass. We used our trophy putter and a golf ball that Tray was nice enough to lend us. Several vied for the prized trophy putter, but only one was able to put the ball in the cup! ME! This was quite a shock as I can't putt to save my life. So now I have the putter and that will add something to the decorations for next year.

After dinner, Steve King, our general spokesperson, thanked Bob and Doreen for all their hard work. Steve asked for volunteers to coordinate next year's meet, but at that time there were no takers. Steve thought he and Pat were going to have to handle the arrangements again.

After little preparation, and even less practice, Steve was proud to introduce the evening's BIG entertainment. The Straight Eights just happened to be in town and stopped around to sing a little tune and tell a few jokes. Piston Pat, Spark Plug Sherry and Fan Belt Phyllis sang "Take Me

All-in-all, it was great week. (But, then again, we've never had a bad one!) Bob and Doreen did another wonderful job. Sadly, Bob's father passed away during the meet, but he pushed on and got us all where we needed to be, doing what he and Doreen had planned for us. I know that had to be hard, but hopefully we were able to take his mind off things for a little while.

If I have forgotten anything that we may have done, or don't have it on the right day, or got some detail wrong, I apologize. It was great seeing everyone and I, along with my other traveling buddies, will be looking forward to next year. Yes, Shirley, the newcomer actually said she hoped she could go next year—but, then again, my friend Melba Jean Toast said the same thing last year!

Oh, by the way, after they arrived home, (I imagine after a long discussion all the way) John and Alverta Cover volunteered to do the meet next year in Alabama. Thank you John, and Alverta, and I know we all look forward to the 2006 meet in Alabama!



Sherry Bargar, Pat King and Phyllis Rhynard

To all who attended the 37-38 Buick Club Eastern Meet

We would like to thank you all for your expressions of sympathy and tremendous support during a very difficult time. My mother was especially moved by your condolences—she found it hard to believe people she has never met and probably never will could be so kind and generous.

Thanks,
Bob & Doreen Ward

A special offer now available for the
first time through Torque Tube Magazine

The 1937-1938 Buick Club LICENSE PLATE BADGE



'Plate Mates' and The 1937-1938 Buick Club have teamed up to bring you these custom crafted license plate badges. They are exclusively designed with "The 1937-1938 Buick Club" name and logo.

The club's logo appears in its distinctive colors - red, white and blue with a gold border. The oval format is reminiscent of authentic antique plate badges.

These badges are carefully crafted from a high-quality heavy brass and finished with a clear gloss baked epoxy.

An added attraction to any BUICK, these plate badges are only available here through this publication!

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receipt of order for delivery.
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COVER STORY:

GROWING UP WITH

Buick

By Randy Unthank (#986)

Photos by Mark Jordan (#1297)

Looking back, I see that there were two distinct events that shaped my desire for pre-WWII Buicks.

In 1946, I was six years old, and my family was living in Hollywood, California. Because of the postwar shortage of automobiles, and my family's lack of economic means, we did not own a car.

My father was a car enthusiast; he particularly liked the prestigious makes. Although such cars had always been out of his reach, he hoped someday to have the means to own one. During these days before television, he spent many evenings telling me of the cars he had owned as well as the relative merits of the various makes. This, as well as my own innate fascination with automobiles, developed into an interest that has sustained itself to the present time.

Well, wonder of wonders! One day my father came home driving a 1939 Buick Roadmaster four-door sedan. He explained that we had the use of the car for a week or two. I can still picture that big black side-mounted sedan parked in front of our house. I was thrilled with this car and spent a lot of time studying its features on my own. I especially liked the side-mounted spare tires that gave the car such a distinctive look.

Every night after dinner, our family would take the car out for a drive—errands, shopping, cruising, anything just to drive and enjoy the car. I can remember hearing the Ink Spots singing "To Each His Own" on the car's radio one evening. My dad's praise for the vehicle's power, comfort, and prestige was endless. I recall him saying how it was fully equipped with a radio, heater, turn signals, and how the car would accelerate from ten miles per hour in high gear without bucking or stalling.

The time came when the car had to be returned. It sure left a big void in our lives for a while. I had become attached to it and couldn't understand why we had to give it up. It wasn't until years later that I learned the actual circumstances of how we had come to have the use of the car: My dad's friend had "loaned" us the car as a way of hiding it from being repossessed.

We had moved to North Hollywood in the San Fernando Valley, and I started high school there in 1955. At that time, Southern California

was a focal point for hot rod and custom car activity. This was the period of building up and swapping engines, and customizing bodywork and paint. These were the methods used to make a car distinctive, and you indulged in them as your funds allowed. (At this time, Detroit became involved supplying factory performance options that culminated in the muscle cars of the 1960s.)

In the mid-1950s, the minimum modifications for a car to be described as "cool," "tuff," or "clean" were:

1. A car lowered all the way around, or in the front only, was known as on a "rake." (Two or three years previously, lowering the car in the rear was

Randy stands next to his 1938 Buicks.





"cool," but now it was unacceptable. Anyone still doing that was derided for owning a "speedboat.")

2. Dual exhausts with glass-packed mufflers.
3. Oldsmobile "Spinner" hubcaps from 1955 or 1956, or some other custom hubcaps.

If you had a pumped-up engine, custom paint, and bodywork and "tuck and roll" upholstery you were in the rarified upper echelons of "coolness." A car in immaculate condition was called "cherry."

It seems that 75 to 85 percent of us drove Fords, Chevys, and Mercurys. These were the base vehicles that were acceptable for hot-rodding and customizing. So strong was the desire to have a socially acceptable car that there was little deviation from owning the right make and doing the prescribed treatments to make it to be what was considered a "cool" car. It was too risky to be original. I fit in the herd mentality nicely with my 1951 Mercury.

But wait! There was one dissenter that broke away from the herd. His car certainly caught my eye and also the eyes of my friends: It was a 1938 Buick Century 4-door sedan. Deep in the conventional mold that I was, I nevertheless greatly admired this car. It was immaculate ("cherry") in appearance with a metallic maroon paint job (a popular color of the period), sparkling chrome, and

a reupholstered interior. It looked and sounded good because it had a 1941 dual carb manifold, dual exhausts, and a milled head to raise the compression ratio. It was to my way of thinking the most distinctive car on campus. For a car to rate high with me it had to have both "show and go"—good looking and enough motor to move down the road quickly. That Buick qualified on both counts.

The local San Fernando Drag Strip was where my friends and I spent many Sundays watching the drag races. In 1955, the performance kings from Detroit were the new Chevrolet V-8 with the power-pak option (four-barrel carburetor and dual exhausts), and the Buick Century. These cars would turn quarter-mile times in the seventy-five to eighty mile per hour range, which at the time was one benchmark for high performance. That '38 Century would consistently beat these cars by turning times in the low eighties.

There was another friend on campus who also loved '37-'38 Centurys. He wasn't interested in cool cars per se, but rather in what was the fastest car he could buy for the least amount of money. He found that these Centurys were the answer. For fifty to a hundred dollars, there was nothing that could touch them. After one of them was unmercifully used up, another one could be found for his allotted budget. I learned first hand how fast they were when my '51 Merc fell victim to one of his Centurys in a street drag race.

When I decided to get involved with old cars, there was no doubt as to which make I would buy because of my historical attachment to Buicks. The 1938 model year is my favorite, so I purchased a 1938 Roadmaster 4-door sedan model 81-F. A few years later, when I was able to find one, a 1938 Century 2-door convertible model 66-C was acquired as a stablemate for the sedan. Both vehicles have had complete body-off mechanical and cosmetic restorations. And both hold a special place in my life.

CONTINUED pg. 18





Randy's 1938-66C and 1.

In 1938 Buick only produced 642 Model 66C vehicles and



1938-81 F in his backyard.

247 of the Model 81F, making these two cars very rare.

Randy's Cars Now

By Torque Tube Staff

Randy Unthank maintains a degree of modesty and calm when he presents his '38 Buick at local shows. While he sometimes succumbs to the fever of competition, Randy, an owner of a 1938 Convertible 66C and a 1938 Roadmaster 81F, is doing it for the car's sake. It is more satisfying to be part of a show than to vie for the greatest reward: a blue ribbon. That's not to say that the Southern California native doesn't win awards—his vehicles are concourse exhibition winners. His 1938's have charmed judges, and even the president of the local Buick club called to congratulate him on his victory. "Congratulations on your win, Randy," the president said. "But you always DO win. But that made Randy think. 'I don't want to take it too far,' he explains. 'I don't want to hold anyone else back.'"

Randy's appreciation for the late '30s Buicks stems from his childhood. His father, a car collector and enthusiast, brought home a 1939 Roadmaster four-door sedan. Randy was impressed by its wonderful gadgetry and sleek look. During high school, when his peers pressured him to own a "cool" car (Fords, Mercs and Chevys), he espied a 1938 Buick Century four-door which made his heart jump and set his desire to own one in place for life. In 1997, Randy finally bought his first '38, the same car that he owns now. "That one was from the collection of a big time collector and dealer in Ohio. I was looking for a 66C for about 7 to 8 years. I was reading Hemmings religiously every month. The ones I found were just not in satisfactory condition. Even when I bought this one, I noticed a few flaws. If you're into restoration, you quickly understand



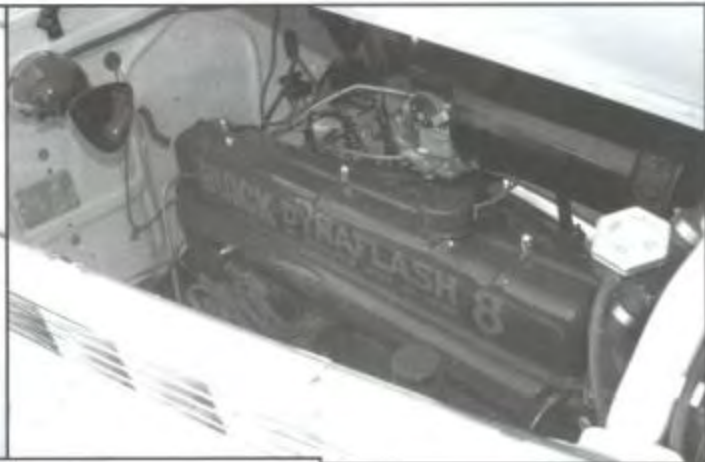
that you can put a lot of money into it."

When searching for a vehicle, Randy looks for "something that is rust-free and has good panels and a good body. It is really difficult and takes a lot of money to get the body straight and get the rust out. I think without a good body you are going to go through a lot of grief and a lot of expense." The car did require some body work, and "the engine went through an A-to-Z restoration. I redid the upholstery and repainted it." Randy does not plan to sell his cars, and enjoys restoring them "though my participation in the restoration part is limited." He also likes the smooth ride the coil springs give over leaf-springs, and prefers his coupes to be lighter and his sedans darker.

As far as modifications are concerned, Randy does not mind them on the whole, but his cars are slightly modified. "I like keeping the original appearance of the car. But if they improve driveability and safety, I don't mind making a few internal changes. I do like a strong measure of originality but don't mind compromising here and there."

Randy doesn't take a fanatical approach of






ensuring his car is absolutely and perfectly restored, down to the exact position of a screw. When he takes his car to shows (about twice a year), he notices the extent to which car owners are concerned about every last, almost unimportant, detail. "A lot of people are deep into the judging. I'm going to put it in the shows not to be judged, but for people to participate in appreciating the car. I want to give other people a chance to win and not dominate the shows. That set me thinking: I don't want to be holding other people back from enjoying the car."

"I've attended Pebble Beach several times, and I talked to a participant that was showing me

Randy's concours trophy for best in class at the 17th Annual Thousand Oaks Car Classic in July of 2005.



how all the screws in his trim were all vertical or horizontal, each screw!" Randy believes that there is a certain level of appreciating a restored car that must be maintained, but also remember that those cars are still cars, and not some inert piece of pretty machinery for people to gawk at. "You have to take the hobby itself to whatever level you want it to be at. You have to drive the cars so you know how to enjoy driving it! I mean there are these trailer queens that never drive their cars from show to show, can't get it dirty or can't drive the car on the road because they're too valuable. That museum level of participation is something else that is too much for me." And that's a refreshing take. 





TECHNICAL TIPS

CLEANING KNOBS

Story and Photos by Mark Jordan (#1297)

As we all know interior knobs can get very dirty and are very difficult to clean. A few years ago *Torque Tube* published an article that explained how to place the knobs in bleach over night so they would come out all clean. The technique worked, but it could be a little toxic and messy.

Recently, I found a new method that is fast, easy, and very effective. Using an Ultrasonic jewelry



was gone, even from the tiniest of cracks and they looked brand new. For knobs that are extremely dirty you may want to run it once take it out and brush it with a toothbrush and then run it one more time.

*Please note that this does not work on any kind of bakelite knobs—they will fall apart.



BEFORE

cleaner made by Home Pride (purchased from Sharper Image) with water and a little bit of ammonia mixed in worked wonders. Simply place your knobs in the water and ammonia solution and set the timer for 90 seconds. After the time is up remove the knob and wipe dry. I found that all the dirt

AFTER



ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the *Torque Tube* will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Inquire about our business ad rates.

Mark Jordan: 415-203-4180—torquetube3738@yahoo.com

Our organization encourages membership in the Buick Club of America. Information on membership can be obtained by calling 614-472-3939, or e-mail bcaoffice@buickclub.org.

PARTS FOR SALE

1937 grille in vg condition, \$500
1937 grille set, needs re-chroming, \$200
1938 grille in vg condition, \$500
1938 front fenders, excellent condition, \$500- \$1,000 pr.
1938 grille, left half, good condition, \$150
1938 Special hood, vg condition, \$100
1938 Special hood side panels, vg condition, \$100 set
1938 deck lid, good condition, \$100
1937-'38 doors, many, what do you need? \$100 ea.
1937-'38 bumpers, vg condition, \$100 ea.
Misc. heads for both series engines, \$95
Small series engines, \$100—\$300
Lots of '37—'38 parts. All prices, plus S & H

Lloyd Ikerd (#1612) 949-640-8200
elzfargo@msn.com

Piston rings for a 40 series, 1938-style pistons. They are standard size. \$80.

William Schwantes (#878)
9973 County Valley, Glen Haven, WI 53810
608-794-2406

Four 1938 Hirsch reproduction hubcaps for GM built car.
Never been installed. All four: \$280 plus shipping.
Jack Remesoff (#562)

6307-45 Ave.
Camrose AB, CANADA T4V 0C3
780-672-4722

Two 16-inch wheels for a 1938 Buick Special. Will accept best offer. Good condition. Needs to be refinished.

Rick Yost (#1704) 805-374-9093
rednyld@aol.com

1938 Parts

Roadmaster doors, front & back exc...\$20 ea.
Inside garnish molding except windshield...\$30
O.S.S.S. molding except hood, all...\$40
Radio...\$150
Special hood top & sides...\$100
Roadmaster wheel fender, poor shape with brackets...\$250
Used piston & rods...\$10 ea.
Rear window shade roller & brackets...\$20

J.W. Pascoe (#881)
906-786-4322

1938 Roadmaster Parts

Bumper brackets...\$100 set
Gas tank straps...\$40 pr.
Headlight housings...\$20 ea.
Hood sides...\$125 pr.
Hood side stainless...\$40 pr.
Hood top pieces...\$150 pr.
Mudguard (inside rear fender)...\$40
Nose piece (sheet metal)...\$45
Radiator "U" with headlight panels...\$75
Rear window reveal moldings (exterior)...\$50 pr.
Running boards (3 sets) prices per set...
\$60—\$180
Running board brackets (bd blstd & primed)...
\$50
Shipping and handling extra

Bill Rossiter (#947) 16165 Reiner Cir.
Riverside, CA 92504 951-789-0022

1937 Buick Roadmaster 81 4-dr Sedan
Fenders, nose sheet metal, grille, doors, trunk lid, frame, etc. Call or e-mail me with needs.

Jim Garrett (#1826) Hollis, ME
207-929-8035 patjim@sacoriver.net

Two pieces of rear-door window glass to fit 1938-41. They're **tinted** glass; I'll send them to anyone who can use them for no more than the cost of shipping.

Paul DeLucchi (#1246)
pauldelucchi@earthlink.net

1937 Roadmaster sedan passenger side front fender—nice shape, one minor crease...\$125
One gas cap, nice condition...\$5
Bumper guard needs rechrome...\$7
Voltage regular n.o.r.s. criterion brand in original box...\$35
Please add 15% for shipping

Lewis Cohen (#584) 58 North Racebrook Rd.
Woodbridge, CT 06525, 203-397-8723

1937 Buick Special Parts For Sale

Rear shocks (pair), good+...\$150
Bell housing cover...\$15
Fan blade...\$10
Fan pulley...\$8
Front spindles (pair), exc...\$100
Grille (repo) left side nose...\$125
Front ashtray...\$10
Water pump (needs rebuild)...\$25
Sun visor chrome bracket (left), v.g...\$20
Robe escutcheons good...\$10 pr.
6V defroster or heater motor (n.o.s.r./new)...\$15 ea.
Heater/defroster switch (taupe), lights up, after market...\$10
Map light...\$5
Trunk emblem license plate glass (clear)...\$10
Set engine pans (pair) very good...\$50
New 50 cp bulbs for headlights...\$12 pr.
New 50 cp bulbs for driving lights...\$12 pr.
32 cp headlight bulbs...\$5 pr.
32 cp driving light bulbs...\$5 pr.
Wheel hubcap clips, N.O.S....call
Tail lights complete, good...\$65 pr.
Torque tube...\$100
Differential gears, complete...\$125

Axles (pair), good...\$75
Front brake drums...\$35 ea.
Rear brake drums...\$35 ea.
Used brake shoes, good...\$30 pr.
Radiator, good core needs minor repairs...\$100
Dash, good...\$75
Garnish moldings for four-door...call
Rims 16" (3), good...\$45 ea.
Oil pan...\$25
Lifter cover...\$25
Lifter assembly...\$40
Headlight bucket (left)...\$25
Steering column...\$75
Front wheel bearing, 2 sets, used, v.g...\$35 pr.
Brake backer plates...\$20 ea.

The larger, heavier items below I will not ship, but I will be willing to bring them to 2005 BCA Nationals.

Transmission...\$125 Block...\$100 Head...\$75
Crank...\$50 Nose assembly...\$125

Jerry Root (#422)
71 South Pollard Drive, Fulton, NY 13069
315-598-2319 buickboy@twcnny.rr.com

1938 Buick Special parts
Rims (5) 16" black with white stripes, including beauty rims and hub caps...\$350
Straight-8 engine and transmission, approx. 69,000 miles, good cond...\$1200
Rear axle and front axle...\$350

Will not ship parts, but open to offers.

Chris McLaughlin (#1632)
53 Church St., Stonington, CT 06378
860-460-0767 chm@terrafirmaus.com

'37 Auxillary speaker...\$75
'37 Master heater...\$75
'37 LS Stromberg AA2...\$250
'38 Master heater with defroster...\$100
'38 Special rims exc. cond...\$75 ea.
'38 Special 3.60 rear end complete...\$600
'37 & '38 parts:
LS air cleaner...\$125
Limited dome light...\$75
Coupe opera seats complete...\$600
LS sparkplug cover...\$100

Sidemount lock...\$25
LS oil bath air cleaner...\$125
SS & LS generators...\$75-\$100
Horn rings...\$100
Century running board cores...\$300
Special running board cores...\$200
Call w/ your needs, always parting '37 & '38s

Dave Tacheny (#997) 763-427-3460
11949 Oregon Ave. N.
Champlin, MN 55316

1936 Buick Special Coupe
completely rebuilt engine

- 2 transmissions
- 4 mounted tires with tubes
- 2 radiators

Complete nose and grille, with hood and side panels

- Original rubber floor mat
- Set of 2 door handles, inside and outside
- New set of outside rear-view mirrors
- New original exhaust tips
- 2 bumpers
- 4 new hubcaps, '36 or '37
- 1 new hood ornament
- 2 original fog lights
- 2 original taillights
- 2 original headlight glass lenses
- Set of all original glass windows/windshield
- Original steering wheel and column
- 2 original clocks
- Original chrome wheel trim rings
- 2 original dime lights
- 4 original parking lights
- Original side hood vent pieces
- Original vent windows with frames and glass
- Chrome turn signal unit (after-market)
- Original gas tank
- 1 pr. running boards

1937 Buick Special Coupe

- 1 pr. running boards, with new rubber covers (installed on the wrong sides, but easily re-installed properly)
- 1 pr. headlight buckets
- Original windshield wiper vacuum motor
- Original 4.40/1 rear axle ring and pinion gear with driveshaft.
- Original 3-speed transmission
- Original steering wheel
- Original dome light
- Chrome turn signal unit (after-market)
- Original intake and exhaust manifolds, with rebuilt Stromberg carburetor and linkage, exhaust riser, valve works
- 6.50x16" Firestone bias-ply tires, in very good condition with tubes
- (New set of 4 WWW, with original black spare)
- Original 6-volt starter motor
- Original 6-volt generator
- Original split front bench seat, with new beige cloth and vinyl upholstery
- 1 pr. original door handles, one locking original trunk handle

**Jerry Maak (#1812) 343 Eastern St.
New Haven, CT 06513
Phone: 203-468-9880 Cell: 203-687-7649
aurhaus@yahoo.com**

N.O.S. 1937—1938 Buick Parts

1937

- Front lower motor mount...\$15
- 40 ser. 2nd speed gear...\$45
- 40 ser. main drive gear...\$45
- 40, 60 ser. differential bevel side gears...\$20 ea.
- 40, 60 ser. locking door handle, 1st type w/offset shank...\$30 ea.
- 40 ser. steering gear pitman arm...\$30
- 1938
- 40 ser. clutch release rod adjustment nut...\$4
- License plate lamp lens...\$4
- Temperature gauge assembly...\$100
- 80, 90 ser. pitman arm...\$30
- Right taillight door, used...\$10
- 80, 90 ser. differential side gear bevel thrust washers...\$3 ea.
- 40, 60 ser. outer tie rod ends, n.o.r.s...\$20 ea.
- 1937—1938
- 40, 60 left front shock absorber...\$125
- 40 ser. Transmission, 2nd and 3rd speed shifter

yoke...\$15

- 40 ser. transmission reverse idler gear thrust washers...\$3 ea.
- 40, 60 ser. pinion bearing locknut...\$3
- 40 ser. intake, exhaust valves, specify...\$8 ea.
- Rear-axle pinion-bearing lock screw...\$1
- 40, 60 pitman shaft bushings...\$15 pair
- Headlight dimmer switch, n.o.r.s...\$10
- 80 ser. outer front wheel bearing...\$25 ea.
- 40, 60 ser. intermediate steering arm bearing kit, n.o.r.s...\$30 ea.
- Outside door handles, used. 3", 3 5/16" shafts, 4 15/16", 5 1/4", 5 1/2" tall...\$10 ea.
- 40, 60 ser. left steering knuckle with bushings...\$40
- 40, 60 lower outer pivot pin kit, n.o.r.s...\$25 ea.
- Ignition point set...\$7 ea.

All parts n.o.s. except as noted. Add 15%.
\$3.50 min. postage

**Bob Graves (#1136) 21 Ferry Rd.
Salisbury, MA 01952 978-463-0715**

'37 Buick Century fenders, good condition...\$50
plus S & H. Call for further information.

**Dick Schnitzer (#1393) 248-685-2829
mschnit354@comcast.net**

1937—1938 Parts for Sale

- '37 repro, silkscreen glass speedometer, radio and clock...\$100
- New '38 Century Stainless "hood hinge"...\$175
- S/M badges Buick...\$65
- '38 Century hood sides, left and right...\$150
- '38 Century hood, left side only...\$75
- '38 Century hood sides, left and right...\$150
- '38 Century hood side, right only...\$50
- '38 Century hood side vent, right and left...\$75
- '38 Century hood stainless...\$75
- '38 Century hood lock mechanism...\$50
- Large series fuel pump rebuilt...\$75

- '38 Special hood, right and left, with hinge...\$150
- '38 Special hood sides, right and left...\$150
- '38 Special hood stainless, left and right...\$120
- '38 Special tail lights, pair...\$75
- '38 Special front suspension, hub to hub...\$200
- Large series dual carb manifold...\$250
- "Y" pipe to create dual exhaust...\$50
- '38 repro grill, left and right, cast aluminum...\$250
- '38 Special radiator...\$75
- '38 heater...\$50

Shipping will be added to all purchased parts and is not included in price above.

Rod Phillips (#1644) 913-481-6763

- '38 N.O.S. right grille half, not plated, excellent...\$190
- '37 & '38 N.O.S. grille bug screen w/Buick logo & hardware...\$180
- '38 Battery lock with key, excellent...\$54
- '37 & '38 sidemount lock with key...\$65
- '37 & '38 N.O.S. sideview mirror w/ thermometer (non-convertible)...\$225
- '37 & '38 N.O.S. Delco coil...\$95
- '37 & '38 N.O.S. Delco voltage reg...\$175
- '37 & '38 guide headlight lenses (pair left & right)...\$255
- '37 & '38 ignition switch box, good, used...\$40
- '37 bronze ashtray with front-end casting of car N.O.S....\$215
- '37 three vibrant color posters 21"/16", full color, rare & frameable...\$50
- '37 & '38 Buick Safety Legion license tag metal badge, original...\$75
- '37 & '38 N.O.S. gas tank door lock, in box with key and instructions...\$83
- '38 Clock deletion plate, engraved with Buick 8...\$75

- '37 & '38 Fulton interior rearview mirror green flip down lense...\$57
- '38 to '40 Series 80/90 master cyl. kit Delco, N.O.S., rare...\$70
- '38 instrument cluster original, exc., complete...\$300
- '38 radio with knobs, not tested but complete and excellent...\$270
- '37 & '38 Red Crown air stem caps, set of four...\$12
- '37 & '38 cowl mount antenna, N.O.S., all mounting and leads, exc...\$167
- '38 Buick Announcement Magazine, full color foldout, all models...\$185
- '37 & '38 Convertible rearview mirror...\$260
- '37 & '38 instrument light and map light switch original...\$55
- '37 & '38 16-inch series 80/90 wheels, exc...\$400, set of four

**Vince Truant (#1220)
1537 Charmuth Road
Lutherville, MD 21093**

1938 ALL SERIES 40 PARTS

- Complete engine—less intake manifolds. Includes starter, gen. carb, air cleaner, etc—ran but smoked when removed...\$350
- Timing chain & sprockets...\$20
- N.O.S. king pin & bushing set...\$25
- Water pump...\$40
- Engine splash pans (rusty)...\$10 ea.
- Battery box...\$10
- Heater blower & misc...\$25
- One good 16" rim...\$40
- Complete grille, facing car left side broken...\$125

- Three nose trim pieces...\$10 for 1 pc. - \$5 for 2 pc. ea.
- Transmission...\$125
- Steering column...\$50
- Bumper badge (rechromed) nice...\$150
- Instrument cluster...\$75
- Spare tire hold down brackets...\$5
- Two dome headlight lens—one has small chip on edge...\$20 pr.

More small parts not listed.
If anyone is interested in engine & all parts, I'll negotiate for the total amount.

**Dale Crist (#840)
303 N. Athletic St.**

1938 Buick Parts
Taillight lens...\$80 pr.
Taillight lens with bezels...\$125 pr.
'37/'38 Big series speaker...\$200
'37/'38 Carge series dry-air cleaner...\$125
'38 Grille left and right \$200
'38 Bumper fr. badge replated...\$400
'38 McLaughlin fr. bumper badge replated...\$400

Art Fensod (#1758) 865-408-0525
357 Country Lane, Loudon, TN 37774

'37/'38 Intake manifold—complete
'37 Headlight bucket
Lower running board molding (one only)

Frank Cwikla (#1111)
608-547-9039
608-339-6297

PARTS WANTED

Hubcaps for a 1937 McLaughlin Buick
Kim Cousineau (#1884)
kcousine@iaw.com
905-892-3473

1938 Buick Factory Accessories Catalog
Dave Gelinas (#1078)
1131 Hayward St. Manchester, NH 03103
dlg@worldpath.net 603-0668-5587

1937 horn ring for
steering wheel
David Watson
(#1863)
250-753-2997

The mechanism that holds
the trunk open on a '37
series 41 trunkback
Tim Henderson
(#1766)
352-527-6670

1937 or 1938 Special/Century Convertible
4-door Sedan
Front seat in good sound condition to re-
upholster
2 removable door posts for top, solid re-
chromable
2 front window frames, solid rechromable
(front door)

1937-38 Buick rumble seat complete, or hardware to
build one, including deck lid, seat brackets, etc.
Lloyd Ikerds (#1612)
949-640-8200

4-door Garnish moldings, solid rechromable
Top prices paid for good solid parts. No junk
John Sauers, 620 Wright Loop
Williamstown, NJ 08094

Complete rebuildable 1937 spe-
cial engine and transmission.
Torque Tube magazines dating
between 1983 and July, 1984,
volume II issues 2,3,4,5,6,7

Frank Freda (#1838)
frankfreda@cox.net
805-969-7500

Period and correct spotlight for a
'38 Buick.
Heavy duty oil bath air cleaner for
'37 Limited 90.

Wayne Miller (#1870)
2211 W. 500 N. Warsaw, IN 46582

1937 Buick horn ring for a
banjo wheel
David Watson (#1863)
Canada
250-753-2997

1938 Mint condition working clock for glove box, all restored.
Mark Jordan (#1297) 415-203-4180

Windshield wiper transmissions
for a 1938 90L
Jan Burry (#1478)
315 Manitou St.
Northfield, MN 55057
507-663-0931

Two sidemount thread covers stainless steel trim pieces for a 1938
Buick Special. I believe the 1936 thru 1938 Buicks trim pieces will
work. Or has anyone figured out a substitute?
Herbert Sutton (#4)
3760 Cleveland Hill Rd. Roseburg, OR 97470
541-672-8414 lrose@mcsi.net

CARS FOR SALE

1937 Buick Limited Model 91



Body-off, ground-up restoration, dual sidemounts, tripp lights. Black enamel paint, all glass replaced & tinted; gray broadcloth and Bedford cord interior, gray carpet. Turn signals incorporated into fender lights, also tail lights. New wiring harness throughout. Steering wheel remolded, horn ring rechromed. Entire body insulated; dash and all window moldings woodgrained. Converted to 12-volt system, pusher fan, new electronic ignition;

gel cell battery. Four new radial wide-whitewall tires (150 miles on them), also new tires in side-mounts (never on the ground). 3.40 to 1 third member. All new after-market gauges, antique white faces, gold bezels. AM/FM stereo CD player, plus four speakers. Seatbelts, 4 places. Engine and trans rebuilt, engine balanced, bored .060 over, head milled .070, ported polished. RV cam, hydraulic lifters, hard seats. Dome pistons; oil filter, 1941 Buick dual exhaust, 4 barrel Edelbrock 600 CFM carb. on 1952 manifold. Remolded running boards; all chrome redone; dual Buick side mirrors. 7,904 miles since body-off restoration. Entire chassis has been powder coated black. Cruises at 70 mph easy. Owner's manual, shop manual, revision manual, salesman's book, showroom catalog, showing all models for 1937, all included. Not included in selling price are many extra parts for 1937 Buick series 90, to be sold separately. A parts list is available on request. Health forces sale. Offered at \$32,000.

Jack Corliss (BCA #6932), 37-38 (#279)
530-470-9197 - teabag@theunion.net

1994 Tommy Trailer. 8'6" wide x 22' long. Deluxe model; all aluminum. Silver jetstream air dam; spare tire compartment & wheel & tire; 4 nylon rachets; 4 nylon axle straps; removable fenders; solid aluminum floor. Very low mileage. Paid \$5,755 new, asking \$4,750.

Jack Corliss (#279) 530-470-9197 teabag@theunion.net

1938 Buick Century, Series 61

2 to 3 car that is a great runner. It has no rust but is "rich with patina" as my friend says. Replaced all the electrical and has new radial tires. See pictures of it at

<http://www.xshapes.com/buick-sale/index.htm>.

\$11,000 or best offer.

Pierce Fleming, Minneapolis, MN
psfleming@comcast.net, 763-374-1789

1937 Buick Special For Sale

\$9,500

Model 44-2-door fastback

All original with bill of sale, 69,400 miles
 New: rings and valves, tires, brakes, master
 brake cylinder, radiator, and exhaust system.

Front end rebuilt. Carburetor rebuilt.

Tan interior—original.

Excellent running condition.

Needs paint job.

Michael Goeb
(#1583)
12339 Lake
Valley Dr.,
Clermont,
FL 34711

352-243-4568



1938 Century 4-door in restorable condition. Some parts missing, may part out. \$2000

J.W. Pascoe (#881)
906-786-4322

'38 Buick Special, Model 48. 38,000 miles, all original interior. Was repainted correct color in 1979. Fourth owner with fairly detailed history. Wiring replaced for safety reasons, with new turn indicators, also new seat belts.

3.9 Century rear end.
\$13,500

Pat Jacobs
360-568-3212
patlyndell@yahoo.com

1937 Buick 91 Limited

The car is completely disassembled, but is all there.

All parts boxed and numbered.

The car is solid with very little rust, no major problems. Stored 60 miles east of Dallas, TX.

Will take best offer, I lost interest and workplace.

Bob Flechtner (#1792)
5608 Encore, Dallas, TX 75240
Bob@Padgett.com
207-338-0832

37.Limo in Canada. For the last 20 plus years this was under tarps and in storage. The car is complete and I believe in its original Dark Navy Blue. The interior is as expected, a few wholes but very complete. The grille has been in the front seat and has faired better than being on the car. I think this was a runner and has not been touched since about 1964.

A good project, body looks to have faired pretty good.

Wes Rainforth—ropeguy@shaw.ca



1938 Buick Special 2 door. All original, 90 percent restored.

Runs and drives.
Includes rebuilt spare straight 8 engine.
\$7,500.00

Jon Kaufenberg (#1881)
320-214-7411
jk2819@yahoo.com



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